

E. F. TAYLOR,
Steamer.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS COM-
PANY, LTD., LONDON,
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 1511. 日六初月四年六十二緒光

FRIDAY, MAY 4, 1900.

五拜禮

號四月五英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Ver. 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,000,000

Head Office—YOKOHAMA.
Branches and Agencies.

TOKIO. KOBE. LONDON.
NAGASAKI. NEW YORK.
LYONS. SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTHSIN. NEWCHIANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARKS' BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG AGENCY.—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "
" 3 " 3 "
S. CHOH, " Hongkong Manager.

Hongkong, 4th January, 1900.

THE NATIONAL BANK OF CHINA,
LIMITED.
Authorised Capital £1,000,000
Paid up Capital £34,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. | D. Gillies, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 20th December, 1899. [18]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 13TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies,
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. SWATOW.
FOOCHOW. TIENSIN.
HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers. Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3 % per Annum Fixed Deposits for 3 months.

4 % " " 6 " 3 "

5 % " " 12 " 21 "

E. W. RUTTER, " Acting Manager.

Hongkong, 1st February, 1900. [14]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-

HOLDERS £800,000

RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.

" 6 " 3 "

D. W. GILMOUR, " Acting Manager.

Hongkong, 14th April, 1898. [13]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$1,500,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

N. A. SIEBS, Esq., Chairman.

R. SHEWAN, Esq., Deputy Chairman.

E. Goetz, Esq.

R. M. Gray, Esq. D. M. Moses, Esq.

A. Haupt, Esq. A. J. Raymond, Esq.

The Hon. J. J. Keswick R. L. Richardson, Esq.

H. W. Slade, Esq. P. Sachse, Esq.

CHIEF MANAGER:

Hongkong—Sir THOMAS JACKSON.

MANAGER:

Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per Annum.

For 6 months, 3 1/2 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

H. M. BEVIS, Acting Chief Manager.

Hongkong, 4th April, 1900. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

H. M. BEVIS, Acting Chief Manager.

Hongkong, 26th March, 1900. [10]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50, P. Cast of 375 lbs. Net ex Factory.

\$2.50, P. Bag of 250 lbs.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 8th February, 1900. [11]

Intimations.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS
SHANGHAI ... Balaarat ... C. L. W. Field About, 12th May ... Freight or Passage.
LONDON, &c. ... Chusan* ... C. T. Denny Noon, 12th May ... Freight or Passage.
YOKOHAMA ... Robillat ... S. Tocque, R. N. R. About 12th May ... Freight or Passage.
(See Special Advertisement.) (Passing through the Inland Sea.)
Via NAGASAKI and KOBE.

For Further Particulars, apply to
A. M. MARSHALL, Acting Superintendent.
Hongkong, 1st May, 1900. [15]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
PREUSSEN WEDNESDAY, 16th May.
HAMBURG, Hamburg-Amerika Linie WEDNESDAY, 30th May.
SACHSEN THURSDAY, 1st June.
OLDENBURG THURSDAY, 28th June.
HAVERN THURSDAY, 12th July.
STUTTGART THURSDAY, 26th July.
KOMIS ALBERT THURSDAY, 9th August.
WEIMAR THURSDAY, 23rd August.
PRINZ HEINRICH THURSDAY, 6th September.
PREUSSEN THURSDAY, 20th September.
HAMBURG, Hamburg-Amerika Linie WEDNESDAY, 30th October.
SACHSEN WEDNESDAY, 17th October.
OLDENBURG WEDNESDAY, 31st October.
HAVERN WEDNESDAY, 14th November.
KOMIS ALBERT WEDNESDAY, 28th November.
WEIMAR WEDNESDAY, 5th December.

ON WEDNESDAY, the 16th day of May, 1900, at NOON, the Steamer "PREUSSEN,"
of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with MAIIS,
PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES
and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 14th instant, Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 15th instant, and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 15th instant.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 2nd May, 1900. [22]

HONGKONG
HOTEL

NEW ROOMS
At Moderate Daily Rates.

MUSICAL INSTRUMENTS.

VIOLINS, GUITARS, CORNETS,
CELLOS, BANJOS, TROMBONES,
MANDOLINES, GUITARRAS, EUPHONIUMS,
MANDOLAS, ZITHERS, CLARINETS, &c.
LANE, CRAWFORD & CO.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY
HONGKONG.

Intimations.

WATKINS' CROWN SODA,

GUARANTEED TO BE MANUFACTURED FROM FILTERED
WATER, AND TO CONTAIN ONLY THE PUREST
BICARBONATE OF SODA IN
SOLUTION.

Watkins, Limited,

AERATED WATER MANUFACTURERS.

CROWN SODA WATER. SELTZER WATER. LEMONADE.
BELFAST GINGER ALE. SARSAPARILLA.
&c., &c., &c.

UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY,
LIMITED.

NOTICE is hereby given that at a Meeting
of the Board of Directors of the above
Company, held at the Registered Office of the
Company, Queen's Road Central, Victoria,
Hongkong, on Tuesday, the Twenty Seventh
day of March, 1900, the following RESOLU-

TION were passed:
1.—That in pursuance of the Provisions
of the Special Resolution passed at an
Extraordinary General Meeting of the
Company held on the 7th and confirmed
on the 27th March instant, and since duly registered, the Sum of
\$1,250,000 be withdrawn from the
Reserved Fund and be carried as of the
2nd July next, to the Credit of Capital
Account, each Share being credited with
a Sum of \$25 as paid up thereon in
addition to the Sum of \$50 now standing to
the credit of each Share.

2.—That the Balance of \$25 per Share of the
called up, and that a CALL be and is
hereby made of \$25 per Share upon all
Shares of the Company, and that the
Hongkong and Shanghai be called upon to pay the
same, at their Premises, Queen's
Road Central, on or before the 2nd day
of July, A.D. 1900.

Shareholders are hereby requested to pay
according.

And Notice is also given that, in accordance
with Article 34 of the Company's Articles of
Association, interest will be charged as from
the said 2nd day of July, 1900, at the Rate of
12 per cent. per Annum, upon all Calls re-
maining unpaid after the 9th day of July,
1900, up to the actual dates of payment of the
same.

By Order of the Board,
A. SHELTON HOPPER,
Secretary.

Hongkong, 27th March, 1900. [403b]

NOTICE OF REMOVAL.
THE HONGKONG TIMBER YARD,
(ESTABLISHED 1852), has this Day been
REMOVED from No. 65, PRAYA EAST,
Marine Lot 109, to Inland Lot 1,508, BOW-
RINGTON CANAL, near LEIGHTON HILL
ROAD BRIDGE and opposite LEE YUEN

To-day's Advertisements.

TO TEACHERS.

HIBBERDINE'S ILLUSTRATED COMPOSITION SERIES

MAKES LESSONS A PLEASURE TO SCHOLARS.

To be obtained at:

Messrs. KELLY & WALSH, Limited, Hongkong, Shanghai, Yokohama and Singapore.
Messrs. W. BAKER & Co., Hongkong and Shanghai.

Messrs. TSUI MAN KOK, Hongkong.

Messrs. MAN YU TONG, Hongkong.

Wholesale: W. HIBBERDINE, 50, Queen's Road Central, Hongkong.

HONGKONG RIFLE ASSOCIATION.

SHORT RANGE CUP AND SPOONS.

HANDICAPS.

THERE will be a COMPETITION for the above TO-MORROW, the 5th instant, commencing at 1 P.M.

Ranges, 200, 300 and 600 yards.

7 Shots and 1 Sighter.

Entrance Fees for the Cup, \$4. Spoons as usual.

The Cup to be won Three Times.

Position at 200 yards: Standing.

MOWBRAY S. NORTHCOTE, Hon. Secretary.

Hongkong, 4th May, 1900.

147.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS.

(For Invalids and General Use.)

Per dozen Cases.

B.—VINTAGE, superior quality.

Red Capsule.....\$14.40

C. FINE OLD VINTAGE, super-

ior quality. Black

Seal Capsule.....16.20

D. VERY FINE OLD VINTAGE

extra superior. Violet

Capsule (old Bottled) 20.10

Port after removal should be rested

for a month before use. Wine re-

quired for drinking at once should be

ordered to be decanted at the Dis-

pensary before being sent out.

These Wines are too favourably

known to need comment.

Sample bottles and smaller quanti-

ties will be supplied at proportionate

wholesale rates.

We only guarantee our Wines and

Spirits to be genuine when bought

direct from us in the Colony or from

our authorized Agents at the Coast

Ports.

A. S. WATSON & Co., HONGKONG DISPENSARY.

THE Steamship

ARRATOON APGAR, Captain E. Foy, will be despatched for the

above Ports, on WEDNESDAY, the 9th instant, at Noon.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 4th May, 1900.

NOTICE TO CONSIGNEES AND

SINGAPORE, PEKANG AND

CALCUTTA.

THE Steamship

ARRATOON APGAR, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 7th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and

PEKANG are requested to take IMMEDIATE

DELIVERY of their Goods from alongside;

such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 4th May, 1900.

1474.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ABERGELDIE,"

FROM PORTLAND, OR, YOKOHAMA,

KOBE AND MOJU.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel

will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 4th May, 1900.

14

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG

TELEGRAPH" have this Day been

removed to No. 50, QUEEN'S ROAD

CENTRAL, Second Floor, (the premises

formerly occupied by Messrs. POWELL & Co.)

to which address all communications should

be addressed.

E. F. SKERTCHLY,

Manager.

Hongkong, 1st May, 1898.

AN APPEAL.

THE SUPERIORCESS of the ITALIAN

CONVENT, CAINE ROAD, begs most

respectfully to APPEAL to the Residents of

Hongkong and the Post-Ports, for their kind

patronage and support, and desires to state that

she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superiorcess will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, how are taught by the Sisters.

Hongkong, 22nd April, 1892.

Published 5.30 p.m.

REUTER'S TELEGRAMS.

THE WAR.

GENERAL CARRINGTON'S

PROCESS.

LONDON, April 2nd.

Reuter's correspondent at Beira 28th April wires, that General Carrington has reached the depot camp at Marandellas.

THE ADVANCE IN THE FREE STATE.

GENERAL HAMILTON FORCES HIS WAY NORTHWARD.

Reuter's correspondent at Thaba n'chu 1st instant wires, that General

Hamilton's division was engaged yesterday and to-day in forcing a passage northward at Houtney. The enemy who was in force and held the sides of the hills and necks fled when the British attack was delivered and the passage was cleared. The Boers on the mountains are now shelling the outlying camp necessitating its removal to a safer place.

DISASTROUS EXPLOSION IN THE UNITED STATES.

An explosion of blasting powder has occurred at a mine at Schotfield, Utah, killing over 200 persons.

LATER:

THE WAR.

CASUALTIES.

The casualties of General Hamilton's force on the 30th April were 8 officers and twenty men of various regiments, killed, wounded and missing.

RESULT OF THE TWO THOUSAND GUINEAS.

1 Diamond, Jubilee.

2 Bonarosa.

3 Sidus.

WEATHER REPORT.

The Observatory report says:

On the 4th at 11.55 a.m. the barometer is rising in Japan, and inclined to fall on the China coast. The depression seems to be moving N.E. in the N. part of the Sea of Japan. Pressure is highest in the neighbourhood of the Looches. Gradients slight for E. winds in S. China. FORECAST.—Light or moderate E. winds; fair at first, probably some rain later.

LOCAL AND GENERAL.

ANOTHER non-conference steamer was expected at Singapore on the 27th ult.

Mr. Rivett-Carnar, the Financial Adviser to the Siamese Government, is going home very shortly on financial business.

Two new battalions are to be raised for the Indian native army to take the place of those employed in Mauritius and Singapore.

Mr. G. N. Malcolm, the gentleman mentioned in our Luban correspondent as being wounded in the attack on Kudat, only joined

It is stated that the Canton Government authorities have recently sent an agent to Japan to purchase copper, which is required for coining pieces of the value of 5, 10, and 20 cash respectively at the Canton Mint.

THE following gentlemen have been asked to join the Committee in connection with the reception of H.M.S. *Terrible*; Messrs. D. R. Crawford, W. Danby, A. Hancock, H. N. Mody, D. M. Moses and J. Y. V. Vernon.H.M.S. *Edgar* arrived at Singapore homeward bound on the 27th ult. and was expected to sail for Colombo next morning. Shortly afterwards the Russian gunboat *Gilyak* followed by the Russian transport *Odesa*, carrying a large number of troops arrived. The two Russian vessels are bound for Vladivostock.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m.

PROGRAMME.

March....."Von Donaustadt".....Purcell.

Overture....."Juanita".....Williams.

Scherzo....."The Spinet".....Gately.

Waltz....."The Spanish".....Gately.

Song....."The Handy man".....Sauveterre.

Polka....."Skyphar".....Kessler.

God save the Queen".....

THE Manila Times of the 28th ult. says:—

While giving a public exhibition, attended by about 300 natives, on Calle Gamba yesterday, Ramon Cruz, a native, was killed by a boar-constructor which he had coiled about his body, and while so coiled the snake was aggravated by a small dog which bit his tail. This no doubt aroused the savage instinct in the brute, and in its demonstrations against the dog caused it perhaps unconsciously to crush its master to death. No hand was raised by the natives and had an American been present the snake would no doubt have been unsuccessful, as a sharp knife would have prevented Cruz's death. The knife had been in Cruz's possession for about four years and was devoted not only to Cruz but his entire family, and that feeling was reciprocated by them. After uncoiling itself from its dead master's body the snake crawled to the Tondo canal and disappeared into the water. Cruz was buried yesterday afternoon at La Loma cemetery.

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THE long-expected trial of forty-three officers and officials of the Russian Navy for bribery and corruption in connection with the supply of coal, oil and salt beef to the Black Sea fleet has at last begun at Sebastopol, says the St. Petersburg correspondent of the *Times*. One of the prisoners is under treatment, in a lunatic asylum, and of the 210 persons summoned as witness about 80 have for various reasons failed to put in an appearance. The reading of the indictment, which is of an exceedingly voluminous character, will occupy several days. Reports of scandalous peculation, in connection with coal supplies to the Imperial navy, have been rife for years past at more than one of the great ports of Russia, and this will be the first exposure of the evil. Apparently the state of affairs has long been known, and it seems strange that some enquiry was not instituted before, but perhaps the great number of persons implicated, some probably in high positions, partially accounts for this. Besides they are quite accustomed to bribery and corruption amongst Russian officials.GERMANY is building some very large merchant steamers and liners just now, of which we have just had an example here in the *Hamburg*. The following is from the *Manila Times*:—The reply of Germany to the building of the British giant steamer *Oceanic* is the Hamburg-American liner *Deutschland*, built and engined by the Vulcan Company, Stettin, in the presence of the German Emperor. The *Oceanic* is the largest ship in the world, but she is not intended to attain an exceptional speed. The *Deutschland* will have a loaded displacement of 23,000 tons, and her main propelling engines will exert 33,000 horse-power, so that as she has twin screws of 16 ft. diameter each, she will be able to attain a speed of twenty-three knots. It may be doubted, however, if she will reach this on the stated displacement unless the weather and the sea are exceptionally in her favor. She is 662 ft. 9 in. long, 67 ft. beam, with a depth of 44 ft. She is faster than any British mail steamer or cruiser afloat—like the *Kaiser Wilhelm* and *Kaiser Friedrich*. She will be followed by a sister ship of the same pattern, and later by a still bigger and faster steamer. Germany will then possess six steamers in unmatched the world for speed—commerce-destroyers of immense radius and power.

THE result of the examination of job specimens of mosquitoes found in Singapore, says Dr. Hanitch, is that 75% of the mosquitoes of Singapore are the harmless grey mosquitoes, harmless as regards the connection of these insects with malaria—the rest being chiefly the equally harmless tiger, or brindled species, only one specimen of the spotted winged mosquito being found, and as that species is regarded by Major Ross as the malaria-conveying mosquito the rarity of its occurrence might account for the comparative absence of malaria in Singapore. In the jungle about three additional species were found.

HONGKONG sees a good few invalided soldiers leave her shores during the course of a year.

To-day a party of 40 soldiers with their wives and families left under invaliding orders by the ss. *Malacca*. C. S. M. Capel, R.E., was among the number and his comrades could not

INDIAN FAMINE RELIEF FUND.

The Hon. Treasurer, (Mr. R. T. Wright)	begs to acknowledge with thanks receipt of the following contributions to the above Fund.
Already Acknowledged.....	\$34,208.35
Subscribed by the Canton Com-	
munity.....	357.68
R. Cooke.....	25
M. H. Houston.....	20
Capt. Rolfe.....	10
Dr. and Mrs. Gibson.....	10
	Total \$34,821.03

A second remittance of Rs. 20,000 has been forwarded to the Chairman, Central Committee Indian Famine Relief Fund, Calcutta.

CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by Correspondents in this column.

MR. POLLACK'S LECTURE.

To the Editor of the "Hongkong Telegraph":—
DEAR SIR,—As I was present at the very able lecture given by Mr. Pollack and public opinion was asked for, though at the time speakers having far more weight than the ordinary man in the street rightly held the floor, I may now be allowed to make a few remarks through the medium of the local press. There is one very serious fault with the lecture, a fault that runs through every subject touched upon by the speaker: it is a more or less natural fault, considering that Mr. Pollack has been so closely connected with the Government. The fault is that he expects the pluses of which he complains to be removed by Act of Parliament. They undoubtedly would be removed, but, hardly in the manner that would be acceptable either to the lecturer or the inhabitants of Hongkong. He wishes the Government to put certain obligations on to business firms starting in the Colony. This policy has been tried in the matter of British shipping and what has been the result? Foreign lines are running us off the sea. At the time these Board of Trade regulations were made it was said that they were for the safety of the passengers and would be appreciated. They are—by passengers refusing to travel by boats where they are so wonderfully looked after. Mr. Francis spoke a true word in warning when he said that presently we should have to face the competition of Manila. If manufacturers and their employees can go there without these government restrictions, they most certainly will do so.

All the speakers at the meeting spoke very eloquently on the overwhelming question and, perhaps in theory, they were quite correct. If half their proposed measures were adopted we should not have any plague, as there would be no one able to afford to live in Hongkong. The fact that all these so-called improvements have to be paid for by the consumer of tenant seemed to have been quite overlooked. Make the landlords pull down half their houses, and they will immediately double, or generally triple, their rents for the remaining houses. The poorer Europeans have to pay or else lose their living, which is not always practicable. The same thing applies to all Government intervention: it gives a very plausible excuse for raising the price, an excuse that is invariably acted upon. Again quoting Mr. Francis, economic and political laws do not apply in Hongkong, as the area available is restricted. Quite true. This was recently made apparent to the public of Hongkong by the case brought before the Supreme Court by Mr. Bellis who pleaded "Ancient Lights." It was then decided that all land in the Colony belonged to the Crown, or in other words to the Government. As the people are the governing body, I cannot see anything illogical in the idea that they should take steps to prevent themselves from being robbed by the people who lease the land from them. It will be said that now I am arguing against myself, first I am against Government interference and now I want it. There is government and government. There is the rule that is governed by matured practical experience and there is also the frivolous irresponsibility of the last passed century. Unfortunately in this colony we have the latter. Who are our legislators? Officials, who have, practically no interest in the colony, they do not suffer by their legislation as they are perfectly independent of the Colony, they come and go, and if the Colony became bankrupt they would still get their hard-earned (another quotation) pension. It is very well for Mr. May to point to one measure and say that one was impeached by the unofficial members. "That in itself shows that they considered the bill a pernicious one." We have all seen how the only member of the Council, who would speak up for the people he represented, was constantly sat upon. The only good he did was to show the utter futility of bringing grievances before the Council, and made it a by-word that the most important work of an official was to concoct answers that would convey as little information as possible. H.E. the Officer Administering the Government said that the people were allowed to govern themselves. How can this be true, when things most strongly advocated by the community of Hongkong are vetoed by the Secretary of State? Can it be wondered that the people get tired of politics and public matters when their sage deliberations are over-ridden by officials and red-tapeism.

I am afraid I have already encroached too much on your valuable space but hope I have said enough to stay this *knowing* to Government. I am, etc., ANTI-HUMBUG.

Hongkong, May 4th, 1900.

THE TROUBLE WITH-CHAIR COOLIES AT THE PEAK.

To the EDITOR of the "HONGKONG TELEGRAPH":—

DEAR SIR,—It was with great interest that I read the remarks of Common Sense in your issue of the second instant with regard to the above subject. It is so seldom that one of the Public rises to defend an "Official" that the letter came quite as a surprise to me, and everybody must admit that the defence of the action of the Magistrate was to the point.

My correspondent has, however, omitted one important point, possibly through his not being in the Police Court during the hearing of the case, as I, unfortunately, happened to be. Had he been present he would have heard Mr. Bell's principal witness state in evidence that no complaint of the coolies' disorderly conduct had been made to Mr. Robertson, as their annoyance was "too trivial"; those, I believe, were the words used. This being the case, how can Mr. Bell justify his letters to the press, that these coolies, in his absence below, are apparently prowling about all day seeking whom they may devour? Surely, if the coolies were such dangerous characters as Mr. Bell would make out, terrorizing the Peak residents, it is hardly reasonable to suppose that Mr. Robertson would have had them in his employ for such a number of years.

Yours truly,

ONE OF THE POLICE COURT CROWD.

Hongkong, May 4th, 1900.

ROYAL HONGKONG YACHT CLUB.

THE ATTEMPTED ASSASSINATION OF THE PRINCE OF WALES.

(Australian Telegrams.)

The closing cruise will take place on Sunday, May 6th, leaving Murray Pier at 12.30 p.m.

N.B.—It is particularly requested that yachts will be under way off Murray Pier shortly before time and sail as far as possible in company, following the Commodore.

A launch will leave Murray Pier at the same time for the convenience of members. No arrangements can be made by the Club for tiffin, but there will be tea on board in the afternoon.

At 3 p.m. there will be a Ladies Race, all yachts to be steered entirely by Ladies.—1st Prize presented by the Club, and Prize presented by the Commodore, for the first yacht in the class other than the winner of the first prize.

Course.—From line between the stem of the *Hygiea* and the launch, round Stonecutters Island, mark boat S.E. of Stonecutters and the Cosmopolitan Dock Buoy, all to port, finishing at the starting point.

Handicap.—All first class yachts to allow *Meteor* 1 min. and the remainder of second class 3 min.

THE PLAGUE.

Cases reported to 3rd instant..... 124

Do. do. during past 24 hours..... 4

Total..... 128

Deaths reported to 3rd instant..... 108

Do. do. during past 24 hours..... 5

Total..... 113

ENGLISH NURSES INSULTED.

A correspondent of "The Hospital" *Nursing Mirror*, from Cape Town, who has had a chat with Miss Young, one of the last to leave the Johanneburg, where she was matron of the hospital when the war broke out, says Miss Young, in conclusion, mentioned the following incident:—"Several English nurses were asked to prepare a small hospital, and later to nurse wounded Boers in an outlying district in the Transvaal. I was one of them. When all was in order and ready for the patients to come in the nurses were sent back after being disgracefully treated, and even spat upon by the Dutch women of the neighbourhood. People in England should know in what indignities we have been subjected by the Boers."

"HOFFMANN" HONOURED.

On the day on which the news of the relief of Ladysmith was received the national anthem was sung by the company during dinner at several London restaurants. At one, some enthusiastic youngster, seeing a man in uniform enter, pounced upon him, and, despite his protest, carried him round the room. When he was released some one asked him the name of his regiment. "Regiment 29" was the surprised reply. "I am the doorkeeper!"

ANOTHER INSULT TO IRELAND.

A line of automobile tourist coaches is to be run in the Irish Lake district. "The route is 55 miles long, and with the present horse traction the journey has to be spread over two days. The roads are very good but there are two mountain passes which will try the hill-climbing qualities of the motors. If they prove successful all the horse coaches will be abandoned."

A VITRIFIED CLAY CHURCH.

A new church at Chicago, is built exclusively of vitrified clay, even the window frames are of the same material. The decorative features are white terra cotta. The altars, communion rail, pulpit and front of organ loft are all terra cotta. The entire ceiling is of brick and tile vaulting, the keystones being of terra cotta and the ribs of the arches and groins of moulded brick. There is not an inch of timber or a nail in the entire structure. Its acoustic properties are said to be remarkable.

MR. CHOATE'S LIST OF IMMORTAL BOOKS.

In a recent speech before the Authors' Club in London, Mr. Choate named four books in his judgment, have established their claims to immortality. The books are: "Don Quixote," "The Pilgrim's Progress," "Robinson Crusoe," and Isaac Walton's "Compleat Angler." The London *Spectator* explains that Mr. Choate was not thinking of the bright and shining stars of the intellectual firmament such as Homer, Dante, Vergil, Shakespeare, nor of the Bible; but solely of "those specific self-contained books which are most widely read by English-speaking people and which presumably have most influenced them." The *Spectator* thinks the list not a bad one; but it proceeds to nitpick it by eliminating two of the four books and substituting three others. Of "Robinson Crusoe" and "Pilgrim's Progress" there can be no doubt; they must be given a place in any such list. The *Spectator* says:

"It is probable that, next to the Bible, no works have ever been more widely read than these, for hundreds of editions of each have been published, not only in English, but in every civilized and some uncivilized languages. If we had to select one self-contained English work which stood out by its glorious imagination, its spiritual import, its profound wisdom and yet its charming simplicity, its pure style, and universal appeal, we should unhesitatingly choose "The Pilgrim's Progress." But what of Mr. Choate's other two books—Don Quixote and 'The Compleat Angler'? The former is probably the greatest romance ever composed, the glory of Spanish literature, unrivaled in its kind, brimful of humor, satire, imagination, and knowledge of human nature. It has been frequently translated—into English, and the translation of Javie in particular is not only faithful but is in itself a very good piece of English literature. But is "Don Quixote" really universally read in England? Or is it one of those numerous works more talked of than read?" Now, it seems to us that the essential to the universality and permanence of a book in Mr. Choate's sense of the word that both sexes and all ages beyond immature youth should read and delight in it. The best judges of literature have delighted and will always delight in "Don Quixote," but does the average English person delight in that great romance? We doubt it."

Moreover, Walton's book is not at all a universal book, although rare and excellent in its kind. "Bacon's" "Essays" should have been included; so also should "Gulliver's Travels" and "The Vicar of Wakefield." "Putting on one side any single poem, such as 'Paradise Lost' or 'The Ancient Mariner,' masterpieces of human genius." The *Spectator* thinks that the three works named stand at least as good a chance of immortality as the two named by Mr. Choate to which it has excepted.

The following is the official bulletin:—"Her Royal Highness the Duchess of York gave birth to a son at half-past seven o'clock this morning. The Duchess of York gave birth to a son at half-past seven o'clock this morning. The bulletin, signed "John Williams, M.D., and Alan Reeve Manby, M.D.", issued at Sandringham, contains the gratifying statement that her Royal Highness and the infant Prince are doing well. The new Prince is the third son of the Duke and Duchess of York; his brothers are Prince Edward, Albert, Christian, George, Andrew, Patrick David of York, born on June 23, 1894, and Prince Albert Frederick Arthur George of York, born December 14, 1895. A Princess, Victoria Alexandra Alice Mary of York, was born on April 25, 1897.

The following is the official bulletin:—"Her Royal Highness the Duchess of York gave birth to a son at half-past seven o'clock. Her Royal Highness and the infant Prince are doing well.

(Signed) "JOHN WILLIAMS, M.D."

THE WATER SYSTEM OF POMPEII.

(Australian Telegrams.)

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Auction.

Particulars of Valuable Household Property, situated on THE NEW PARVA, DESVOLUX ROAD and GILMAN STREET, Being the Reclamation of Marine Lot No. 55, at Victoria, Hongkong, to be Sold by PUBLIC AUCTION, in 12 lots, on SATURDAY, the 13th May, 1900, at his AUCTION ROOMS, DUDDELL STREET, by MR. GEO. P. LAMMERT, Auctioneer.

Lot No. 1—All that piece of ground intended to be registered in the Land Office as Section A of the Reclamation of Marine Lot No. 55 containing an area of 1,200 square feet. Annual Crown Rent \$25.

Lot No. 2—All that piece of ground intended to be registered in the Land Office as Section B of the Reclamation of Marine Lot No. 55 area 1,200 square feet. Annual Crown Rent \$25.

Lot No. 3—All that piece of ground intended to be registered in the Land Office as Section C of the Reclamation of Marine Lot No. 55 area 862 square feet. Annual Crown Rent \$15.

Lot No. 4—All that piece of ground intended to be registered in the Land Office as Section D of the Reclamation of Marine Lot No. 55 area 862 square feet. Annual Crown Rent \$15.

Lot No. 5—All that piece of ground intended to be registered in the Land Office as Section E of the Reclamation of Marine Lot No. 55 area 1,270 square feet. Annual Crown Rent \$24.

Lot No. 6—All that piece of ground intended to be registered in the Land Office as Section F of the Reclamation of Marine Lot No. 55 area 781 square feet. Annual Crown Rent \$14.

Lot No. 7—All that piece of ground intended to be registered in the Land Office as Section G of the Reclamation of Marine Lot No. 55 area 81 square feet. Annual Crown Rent \$14.

Lot No. 8—All that piece of ground intended to be registered in the Land Office as section H of the Reclamation of Marine Lot No. 55 area 781 square feet. Annual Crown Rent \$14.

Lot No. 9—All that piece of ground intended to be registered in the Land Office as section J of the Reclamation of Marine Lot No. 55 area 1,270 square feet. Annual Crown Rent \$24.

Lot No. 10—All that piece of ground intended to be registered in the Land Office as Section K of the Reclamation of Marine Lot No. 55 area 862 square feet. Annual Crown Rent \$15.

Lot No. 11—All that piece of ground intended to be registered in the Land Office as Section L of the Reclamation of Marine Lot No. 55 area 862 square feet. Annual Crown Rent \$15.

Lot No. 12—All that piece of ground intended to be registered in the Land Office as Section M of the Reclamation of Marine Lot No. 55 area 1,200 square feet. Annual Crown Rent \$25.

Lot No. 13—All that piece of ground intended to be registered in the Land Office as the Remaining Portion of the Reclamation of Marine Lot No. 55 area 1,260 square feet. Annual Crown Rent \$24.

For Further Particulars apply to G. EWENS, Solicitor for the Vendors, or to GEO. P. LAMMERT, Auctioneer.

For Sale.

FOR SALE AT TIENSIN.

NORTH CHINA.

LARGE BUSINESS PREMISES on the TAKU ROAD within a easy reach of the Bund. The Premises consist of a Six-roomed Bungalow, Three Large Godowns, one with a double storey and flat roof suitable for drying purposes, Comptoir's Quarters and Offices, one Brick House, several Out-buildings and all necessary adjuncts to business. One Godown contains a Hydraulic Press, Engine, &c. For particulars apply to J. T. SKOTTOWE, Land, Estate, and General Commission Agents, Tientsin, North China.

Notice of Firms.

NOTICE.

I HAVE THIS Day established myself as CIVIL ENGINEER, ARCHITECT and SURVEYOR, E. M. HAZELAND, Office No. 1, DES VIEUX ROAD, Top Floor, Hongkong, 1st May, 1900. [539b]

SALAMANDER FIRE INSURANCE CO. NOTICE.

THE UNDERSIGNED having been appointed AGENTS for the above COMPANY, are prepared to accept Risks against FIRE at CURRENT RATES.

HOTZ, SJACOB & CO. Hongkong, 31st March, 1900. [422b]

INSURANCE.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & CO., Hongkong, 28th May, 1895. [30]

To be Let.

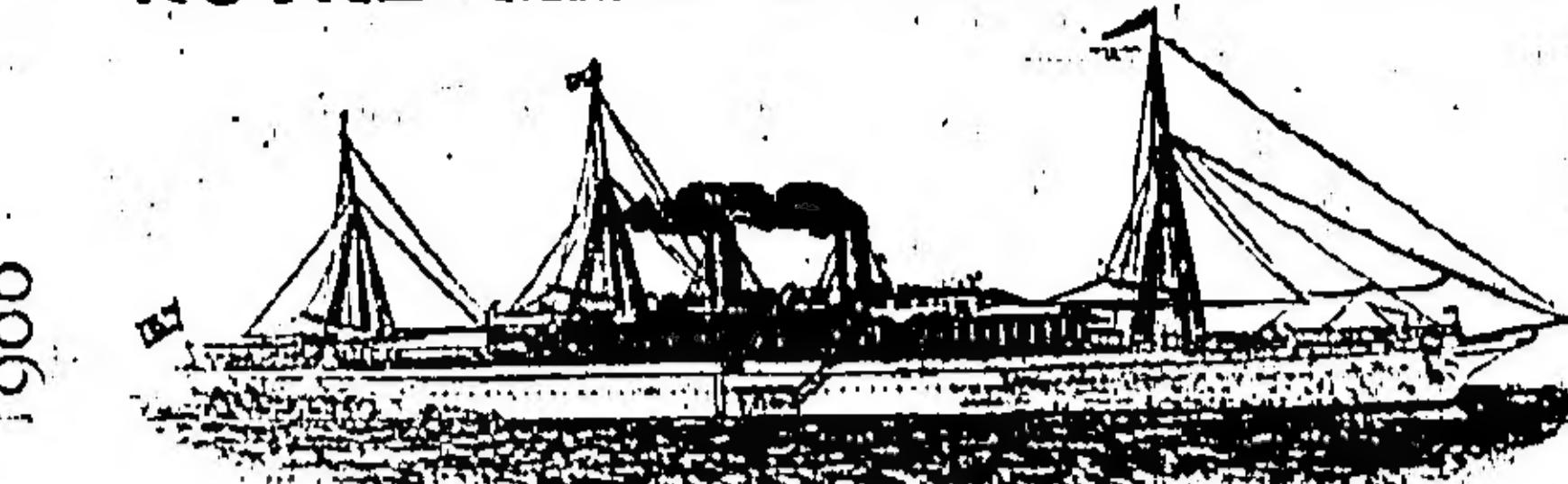
TO LET:

"LARFORD" MAGAZINE G.A.P. GROUND FLOOR, 52, PEEL STREET, "THE RETREAT" MOUNT KELLETT, 5, RIPPON TERRACE.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 17th April, 1900. [21]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
IZUMI MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE and YOKOHAMA	MONDAY, 7th May, at 4 P.M.
INA MARU	NAGASAKI, KOBE and YOKO-HAMA	THURSDAY, 10th May, at 4 P.M.
SANUKI MARU	MARSEILLES, LONDON & ANTWERP, VIA STRAITS, COLOMBO and PORT SAID	FRIDAY, 18th May, at Daylight.
KASUGA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th May, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

[6]

NORDDEUTSCHER

LLOYD.

(Freight Service.)

HAMBURG-AMERIKA

LINIE.

(Freight Service.)

Taking Cargo at through Rates to ANWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KONGSBERG	HAVRE and HAMBURG.	8th May, Freight and Passage.
Christiansen	(LONDON with transhipment in HAMBURG)	May, Freight and Passage.
BAMBERG	HAVRE and HAMBURG.	29th May, Freight.
JACOB	(LONDON with transhipment in HAMBURG)	May, Freight and Passage.
SARINA	HAVRE and HAMBURG.	About 6th June, Freight and Passage.
Fuchs	(LONDON with transhipment in HAMBURG)	June, Freight and Passage.
SAMBIA	HAVRE and HAMBURG.	About 20th June, Freight.
G. SCHMIDT	(LONDON with transhipment in HAMBURG)	June, Freight.
AMBRIA	HAVRE and HAMBURG.	About 27th June, Freight.
Burmeister	(LONDON with transhipment in HAMBURG)	June, Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & CO., Agents.

[506b]

Intimations.

NOTICE.

A SPECIAL MEETING of Her Majesty's Justices of the Peace will be held at the MAGISTRACY at 2.15 P.M. on WEDNESDAY, the 9th day of May, A.D. 1900, for the purpose of considering an application from one Mrs. CATHERINE ALICE BRENNER for the transfer of her adjunct licence for the retail sale of intoxicating liquors as an adjunct to the business as Hotel Keeper on the premises situated at House No. 1, ICE HOUSE STREET, under the Sign of "THE WAVERLEY HOTEL" to one Mrs. ELIZABETH FRANCES STANTON. H. H. GOMPERTZ, Acting Police Magistrate.

Magistracy, Hongkong, 28th April, 1900. [552b]

GREEN ISLAND CEMENT COMPANY, LIMITED.

A NOTICE is hereby given that SCRIP NUMBER 812 for 3 SHARES of the Company, numbered 1344/13421, in the name of WILLIAM MONARCH BURNSIDE ARTHUR, Esquire, of Hongkong, having been LOST; a New Scrip for the same will be issued after One Month from the date hereof and the Original Scrip will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES & CO., General Managers, Hongkong, 10th April, 1900. [474b]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM BONUS of Twenty per cent. upon Contributions for the year 1899 has been declared. Warrens will be issued on the 1st May. By Order of the Board, W. J. SAUNDERS, Secretary.

Hongkong, 20th April, 1900. [513b]

THE PUNJOM MINING COMPANY, LIMITED.

SHARES in this Company on which a CALL of \$1 was made PAYABLE on the 3rd day of March, 1900, and which Call has not yet been paid, are liable to be forfeited, in accordance with the Articles of Association of the Company.

Interest at the rate of 10 per cent. per share will be charged on all Overdue Calls.

W. H. GASKELL, Secretary.

Hongkong, 17th April, 1900. [506b]

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTON JEE, 5, D'AGUILAR Street.

Hongkong, 27th April, 1900. [34]

NEW GOODS.

PLenty IN HANd.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central. Head Office—TOKIO. Branch Offices—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHWANG and all Ports in JAPAN. Agencies—

Miiki Coal Mines. Kanada Coal Mines. Hokoku Coal Mines. Yoshinotani Coal Mines. Ohoura Coal Mines. No. 1, Ohsuji Coal Mines. Ichinura Coal Mines. Kishima Coal Mines. Yoshi Coal Mines. Yamano Coal Mines. Manoura Coal Mines. The Osaka Shosen Kaisha, Ltd. Tokio Marine Insurance Co., Limited. Meiji Fire Insurance Co., Limited. Kanegafuchi Cotton Spinning Mills. Shangai Cotton Spinning Mills. Tokio Cotton Spinning Mills. Mike Cotton Spinning Mills. Imperial Government Paper Mills. Onoda Cement Company. MITSUI BUSSAN KAISHA, M. FUJISE, Manager.

Hongkong, 11th December, 1899. [533]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS—

SICK HEADACHE, CONSTIPATION,

WEAK STOMACH,

IMPAIRED DIGESTION,

DISORDERED LIVER,

AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.

10 Cents per Box.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—

WATKINS & CO., APOTHECARY'S HALL, 66, Queen's Road, Central, Hongkong.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

SOLE Agents in the East for the amalgamated

CLEMENT, HUMBER and GLADIATOR CO., LTD.

DUNLOP/TYRE'S BICYCLES—PRICES \$10.

A special reliable Watch made for this Climate.

Quality A. Quality B.

QUEEN'S ROAD, Hongkong.

WATKINS & CO., APOTHECARY'S HALL, 66, Queen's Road, Central, Hongkong.

441

THE PRINCESS CHRISTIAN HOSPITAL TRAIN FOR SOUTH AFRICA.

The military hospital train, which was recently built by the Birmingham Railway Carriage and Wagon Company, Limited, of Birmingham, England, was in many ways a remarkable piece of engineering, and interesting not only on account of the fact that it is the first really efficient hospital train ever built in England, but because of its superior finish and the quick time in which it was built.

The train itself consists of seven coaches or carriages each 36 feet in length. They run on ordinary bogies and are fitted throughout with the vacuum brake.

The first two coaches are each sub-divided in three compartments. The first compartment in the former coach has been ingeniously fitted with cupboards for storing linen, bandages, and the necessary paraphernalia essential to a fully-equipped travelling hospital. At the extreme end of the compartment is a large chest for soiled linen which is lined with zinc and well ventilated. The second compartment contains beds for two wounded or invalided officers, and is nicely furnished. These beds, however, are so designed that they act the double purpose of seats by day and beds by night. The third compartment is similarly fitted for two lady nurses.

The second coach is probably the most interesting, the three compartments into which it is divided comprising a doctor's room, dining room, and surgery. The last is equipped with shelves and racks for holding bottles and glasses, and so arranged that there is no fear of their being broken through the moving of the train. Along one side of this compartment runs a wide bench for dispensing purposes, while sufficient space is left for an operating table.

The next four coaches are known as the wards, and are fitted alike. Each coach contains twenty-two beds, eighteen for invalids and four for the orderlies. The arrangement of these beds is both ingenious and unique. They are ranged on either side of the coaches in three tiers, leaving a passageway, a feet 6 inches in width, down the center of the coach. The beds themselves consist of a light iron frame, on which a hair mattress is placed. These frames rest on iron brackets securely fixed to the sides of the compartment at the requisite height. When it is desired to place a patient on a bed, the frame with its mattress is taken down, carried to the ambulance, and the invalid laid upon it. The bed is then lifted back into the carriage and raised to the required level by an ingenious arrangement of pulleys, leaving the other bearer free to guide it to its proper position.

The first compartment of the last coach is an extremely up-to-date kitchen with a four-foot 6-inch cooking range. Adjoining this is the compartment for the guard, and beyond that is the larder or pantry. Every available corner from one end of the train to the other has been called into requisition. Lockers, drawers, shelves, and racks have been constructed in in the most wonderful fashion in every conceivable nook and corner. Even the roof of some of the coaches has been utilized and turned into natty little cupboards. Every coach can boast of a lavatory and chest, as well as a small stove for heating a kettle of water when required. The interior of the coaches is most beautifully finished in white enamel, which gives it a cheerful appearance and the impression of plenty of room. The train is built on the corridor principle, and one can walk right through its whole length, passing from end to end, for a distance of over two hundred feet.

It may interest many to know that the cost of this unique hospital on wheels was only £7,000 or about \$70,000.

The whole seven coaches were ready for shipment within ten weeks after contract was signed.

AN ADMIRALTY BOARD FOR THE U.S. NAVY.

It is announced that in a few days there will be promulgated an order, signed by Secretary Long, which will create a board of officers of high rank corresponding to the General Staff or Admiralty Board of European naval powers, with admiral Dewey as its head. It is stated that this board will constitute a permanent strategic committee, whose duty it will be to maintain the navy at a high standard of efficiency, to arrange for home defence, and for the operation of our fleets, and in times of war to advise the government as to the proper strategy to be employed. The General Staff to consist of six ex-officio members all of them naval officers. At the head of it will be the admiral of the navy. It will also include the Chief of the Bureau of Navigation, the Chief Intelligence Officer of the navy and his principal assistant, and the President of the War College and his principal assistant; the three other members are to be officers of the grade of a commander or higher.

[We are very sorry for the United States Navy. An Admiralty Board is only an ingenious device for the successful practice of the art of How not do it.]

REMOVING OBSTRUCTIONS IN SAN FRANCISCO BAY.

Removal of some of the most important of the obstructions to navigation which exist in the harbour of San Francisco has been undertaken by the government and is now on the way. The present movement contemplates obliteration of Arch and Sheep Rocks and two of the neighboring shoals, comprising altogether some fifty thousand square yards of soft conglomerate rock. The obstructions referred to lie to the northwest of Alcatraz Island dividing the channel between it and Angel Island in two and forming dangerous currents in a portion of the bay right in the path of the most largely frequented route of passenger and freight traffic. The work will not be completed under two years, but when finished, will remove obstructions which have caused numerous wrecks and the loss of many lives.

THE TELEGRAPH AT VICTORIA NYANZA.

The completion of the telegraph from the Indian Ocean to Victoria Nyanza puts the world in communication with the sources of the Nile. The telegraph line has been completed as far as Ripon Falls, which is the point where the White Nile leaves the lake. The people of Lower Egypt will now be able to tell what the water conditions of the Lower Nile will be for months in advance, so that they can regulate quantities to be taken from the Nile for irrigation purposes. Information as to the state of the water in the Upper Nile would sometimes be worth millions of dollars to Lower Egypt. At present despatches from Victoria Nyanza will have to be sent by steamers to be put on the cable at Zanzibar. This will, of course, delay messages for several days, but five years ago, says the *New York Sun*, when the building of this line and the railroad alongside of it was commenced, the shortest time in which the news from the lake could reach Europe was about four months.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Alba, S. F. Marshall, F. R. Kettie, Lieut. J. A. Vance, Rev. G. M. Valley, Rev. G. M.

Abdoelhoosen Mathew, J. P. Knox, J. W. Van Ness, Mrs.

Ah Tee Mathew, C. P. Karanja, B. P. Wight, W. H. B.

Allen Margolin, G. Kyriacow, H. Wheately, E. W.

Aenolis, D. Kwok Chit Weeks, Miss

Austin, Lieut.-Col. Kappel, A. Williams, H. H.

G. B. Marty, L. Loothin Walsk, Worthington, C.

Adams, Miss C. A. Martin, E. M. Legatt, R. K. Watt, J. J.

Among, E. N. Martin, R. R. Lewis, C. M. Waerne, Rev. H. W.

Aldenberg, L. Maung, Stein Linswore, E. Walker, W. M.

Abraham, H. Menier, Miss R. Lang, W. Weno, Miss

Agon, D. Molesworth, T. D. Legner, H. T. Wason, T.

Buckley, P. Martin, E. M. Wong Loong, Mr. Wong Loong, Mr.

Brown, Brothers N. J. Missum, S. Laird, P. Wurth, G.

Blake, D. H. Marti, M. Liberge, M. C. Weater

Billiaroza, M. Millet, F. D. Legarde, Williams, Rev. S. T. Williams, Rev. S. T.

Breed, Dr. R. M. Morris, J. F. Lord Miss H. P. Whinrall, T. C.

Bee, H. Meonis, E. L. Liddell, P. McC. Waller, H. W.

Buggard, G. Man Singh, Rev. G. Wing Cheong

Bowd, M. Madar, F. S. Liddell, Mrs. P. Wright, M. S.

Blum, Mrs. Muller, M. Lucken, B. Williams, Kate

Brewer, Mrs. M. Matsumoto, D. C. Lomox, R. W. Whitmore, W. E.

Bruck, R. A. McCall, J. T. Latta, R. L. Wilson, J. T.

Bruce, Mrs. McKerrow Martemori, P. Lopez, Mr. C. Yamamoto

Baister, D. R. Mathews, Miss Mallone, Mons. Young, D.

Budgen, J. W. B. Baker, Coley H. Blaschke, S. Yiford, Mr.

Baeson, B. D. Baker, W. Luthens, Roesing & Co. Zukri, E. E.

Baker, W. Baker, C. Zabol, Zeh-Alex.

Basto, C. Baker, J. Zind, H. G. Zonentei

Barrett, J. Baker, L. E. List of Registered Covers in Poste Restante.

Boyle, Mrs. L. Baker, Coley H. Machado, A. E.

Brown, R. E. Baker, W. Moniz, H. S.

Bucholson, W. Baker, C. P. Moniz, H. S.

Bland, H. F. B. Baker, D. P. Moniz, H. S.

Bochum, G. Baker, D. P. Moniz, H. S.

Brieler, J. Baker, D. P. Moniz, H. S.

Burke, T. M. Baker, D. P. Moniz, H. S.

Chung-Lo, W. P. Baker, D. P. Moniz, H. S.

Cater, G. Baker, D. P. Moniz, H. S.

Galder, W. Baker, D. P. Moniz, H. S.

Gemmell, Mrs. J. Baker, D. P. Moniz, H. S.

Cassy, M. J. Baker, D. P. Moniz, H. S.

Cambell, W. E. Baker, D. P. Moniz, H. S.

Ching Bi Sang Baker, D. P. Moniz, H. S.

Chinoy, D. N. Baker, D. P. Moniz, H. S.

Clark, A. F. Baker, D. P. Moniz, H. S.

Cuswick, D. J. Baker, D. P. Moniz, H. S.

Cannings, Miss M. Baker, D. P. Moniz, H. S.

Cite, Mrs. O. Baker, D. P. Moniz, H. S.

Cagene, L. Baker, D. P. Moniz, H. S.

Colbert, A. Baker, D. P. Moniz, H. S.

Conner, L. Baker, D. P. Moniz, H. S.

Champion, J. F. Baker, D. P. Moniz, H. S.

Chapman, T. Baker, D. P. Moniz, H. S.

Cooper, H. N. Baker, D. P. Moniz, H. S.

Crawford, J. Baker, D. P. Moniz, H. S.

Cohen, C. N. Baker, D. P. Moniz, H. S.

Chotermol, K. A. J. Baker, D. P. Moniz, H. S.

Cunning, Miss H. Baker, D. P. Moniz, H. S.

Cruz, D. J. Baker, D. P. Moniz, H. S.

Campion, Miss M. Baker, D. P. Moniz, H. S.

Delim, Miss L. Baker, D. P. Moniz, H. S.

Douglas, G. B. Baker, D. P. Moniz, H. S.

Douglas, N. J. Baker, D. P. Moniz, H. S.

Dowarie, Mrs. D. Baker, D. P. Moniz, H. S.

Davis, J. Baker, D. P. Moniz, H. S.

Dunam, W. Baker, D. P. Moniz, H. S.

Denny, G. R. Baker, D. P. Moniz, H. S.

Drophida Damour Baker, D. P. Moniz, H. S.

Dobberke, H. Baker, D. P. Moniz, H. S.

Drummond Baker, D. P. Moniz, H. S.

E. M. S. S. Co. Baker, D. P. Moniz, H. S.

Echaporras, R. S. Baker, D. P. Moniz, H. S.

Ehoddy, J. E. Baker, D. P. Moniz, H. S.

Ellias, D. H. Baker, D. P. Moniz, H. S.

Emile, P. Baker, D. P. Moniz, H. S.

Evans, F. H. Baker, D. P. Moniz, H. S.

Eckelhardt Baker, D. P. Moniz, H. S.

Eastwood, O. E. Baker, D. P. Moniz, H. S.

Effener, E. Baker, D. P. Moniz, H. S.

Figuerida, H. Baker, D. P. Moniz, H. S.

Forrest, Miss A. Baker, D. P. Moniz, H. S.

Findlay, Rev. W. H. Baker, D. P. Moniz, H. S.

Fistord, E. Baker, D. P. Moniz, H. S.

Fleischer, M. Baker, D. P. Moniz, H. S.

Forster, L. Baker, D. P. Moniz, H. S.

Fultakias, R. Baker, D. P. Moniz, H. S.

Frisler, G. E. Baker, D. P. Moniz, H. S.

Francisca, Botelho Baker, D. P. Moniz, H. S.

Frazer, J. Baker, D. P. Moniz, H. S.

Freidman, Miss R. Baker, D. P. Moniz, H. S.

Froder, Mrs. L. Baker, D. P. Moniz, H. S.

Fuse, D. Baker, D. P. Moniz, H. S.

Garcia, Miss A. Baker, D. P. Moniz, H. S.

Gibson, W. S. Baker, D. P. Moniz, H. S.

Groundwater Baker, D. P. Moniz, H. S.

George, G. F. S. Baker, D. P. Moniz, H. S.

Grimes, J. B. Baker, D. P. Moniz, H. S.

Gulianat, Capt. Baker, D. P. Moniz, H. S.

Gumal, Miss E. Baker, D. P. Moniz, H. S.

Hendee, L. Baker, D. P. Moniz, H. S.

Humphry, R. A. Baker, D. P. Moniz, H. S.

Humphry, J. L. Baker, D. P. Moniz, H. S.

Hulse, J. Baker, D. P. Moniz, H. S.

Hutchards, H. Baker, D. P. Moniz, H. S.

